

HEADQUARTERS
32d AAF Base Unit
(Civil Air Patrol)
500 Fifth Avenue
New York 18, New York

COMMUNICATIONS MEMORANDUM)
NO. 5)

3 October 1944

LAMP SIGNALING

1. General. a. Lamp signaling (also referred to as "blinker") is an auxiliary, visual means of communication. Lamp signals are not suited to the transmission of long messages where aircraft are concerned, but rather for short, pre-arranged signals or code groups.

b. The International Morse Code is used for signal lamp communication. The procedure is similar to that used for radio telegraph communication except for necessary modifications to suit the peculiarities of this type of communication.

2. References. War Department Field Manuals 24-5 and 1-45 cover this subject in more detail than is within the scope of this publication. Those manuals, however, deal largely with the various types of Army lamp signaling equipment. The information contained herein is of a general nature and it should be borne in mind that any arbitrary statements will be modified by the capabilities of whatever signal lamp equipment an organization may devise.

3. Effective Range. Under favorable conditions, the effective range of some lamps is 3000 yards during daylight, and 6000 yards or more at night. Experience has shown that it is generally impossible to read signals from an aircraft when the latter is in a position between the sun and the ground station. Proper adjustment of sights is as important to lamp signaling as tuning is to radio.

4. Practice. During practice sessions the eyes may become easily fatigued from reading lamp signals. Every 5 minutes or so teams should exchange positions. This will give each individual reading and recording practice without undue eye strain.

5. Operating procedure. a. Clear, solid signaling is of the utmost importance. Aim your light directly at the receiving station.

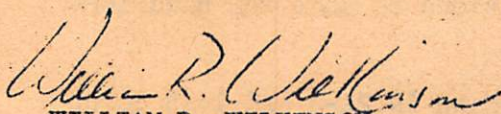
b. The signaler in an aircraft should not continue signaling at impossible angles, but should cease signaling until the aircraft is again in a favorable position when he should repeat the last word sent and then continue his message. This also applies to the signaler on the ground.

c. Air to ground signaling is limited to the lamp operator in an aircraft who, because of the location of other crew members, has no one to write down the message for him. For this reason, and also because of the speed with which the aircraft passes out of suitable signaling position, the length of messages must be kept to an absolute minimum.

By direction of Colonel JOHNSON, National Commander:

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